MT. ETNA IN ACTIVITY.

Eighty-Fifth Outbreak of Fire and Lava Within Historic Times.

VILLAGES AND VINEYARDS GONE.

A Molten Stream Menacing Thousands of People in the Neighborhood.

SOME GREAT ERUPTIONS OF THE PAST

Mount Etus, the great volcano which has excited the wonder of the nations in all ages, is again in eruption. Its present activity repeats the history of the 84 eruptions which have occurred within historic times. Now, as heretofore, earthquakes presaged and accompanied the outbursts of lava. Loud explosions have been heard. Fissures have opened in the side of the mountain, and lava, issuing from them, is flowing down the gentle slope, following the line of the least resistance. Passing below the region of barren rock and scorie, the molten stream is overwhelming the vineyards and villages in its route.

The lava has already invaded the town of Nicolosi, half way down the southern slope. This is the place where tourists who ascend Etna to see its wonderful crater and to witness the magnificent sunrise from its sum-mit usually begin their climb. It is probable that the present eruption has destroyed the inat the present eruption has destroyed the favorite path of tourists and buried or carried away the Casa del Bosco and the Casa Inglese, two huts built on the route where the animals used in the ascent are foddered and tourists rest awhile.

There are no mountain slopes in the world so covered with vineyards, farms and villages as those of Mount Etna. About 300,-000 people live on its sides. They have become accustomed to the dangers that always threaten.

One of the World's Garden Spots.

The richness of the soil, formed of decomposed lava and vegetable mold, has made the slopes of Etna one of the garden spots of the world; and so the people cling to their mountain home, though they do not know how soon they may be driven away. The brief cable dispatches report that a large area of this tillable land has already been overwhelmed, and that thousands of people have been driven from their cot-

Mount Etna is on the eastern seaboard of Sicily. It has been the theme of poets and historians, and is often referred to by classical writers. Its height is 10,874 feet. From its summit the sea and country around can be seen for a distance of 150 miles, affording one of the most magnificent of prospects. The gently flowing lavas which reared the mighty mountain covered a large area, and the road which runs around the lower slopes is 87 miles long. Two cities, Catania and Aci Reale, and 63 towns or villages are built around the base or on the slopes,

The picture of Etna shows quite a number of little elevations on the mountain side They are among the most characteristic features of the volcano. These minor cones, once the outlets of lava, are scattered al over the mountain and number about 600. many of them being only insignificant monticules.

First of the Serious Ecuptions

The first eruption within historic times is believed to have occurred seven centuries before Christ. Twelve eruptions of import-ance, some of which created great destruction, are recorded as occurring before the Christian era. One of the most disastrous outbursts occurred in 1169 A. D., when Catania was destroyed in a few minutes and 15,000 people were buried beneath the ruins. It was the day of the feast of St. Agatha, and the Cathedral of Catania was crowded with people, all of whom were buried by the overwhelming stream of lava. The victims included several Bishops and 44 Benedictine monks.

A fairly complete record of the eruptions since the Christian era is accessible. One of the most terrible of them occurred in March, 1669, when a fissure nearly 12 miles in length opened in the side of the mountain a mile from its summit. A crater opened at the lower terminus of the fissure ejecting red hot stones and sending out vast quantities of sand and ashes that covered the country for a distance of 60 miles. Then country for a distance of 60 miles. Then
the new crater began to pour out a torrent of
lava which soon presented a front two miles
wide and slowly rolled down the mountain.
It specifily destroyed Belpasso, a town of
8,000 inhabitants. The torrent continued to
flow, and a few days later destroyed the
town of Mascalucia. Then the lava divided
into three streams, destroying 17 villages as
it made its way toward Catania. it made its way toward Catania.

A Stream of Lava Through the City. When the lava reached the wall of Ca-tania, which had been reared to a height of 60 feet to protect the city from lava flows, it accumulated against the obstruction until it rose to the top of the wall. Then the fiery cascade poured over the wall, destroying a part of the city. Another portion of the stream overthrew 120 feet of the wall and poured through the city until it reached the sea, which it entered in a stream 600 yards broad and 40 feet deep. At first the stream had moved at the rate of 13 miles in 20 days, but its progress was less rapid as it lost part of its heat, and in the last 23 days it moved only two miles. As the lava river entered the sea the waters began to boil violently and millions of fish were killed. The volume of lava emitted during this eruption amounted to many millions of cubic feet. Ferrara estimated that the length of the stream was at least 15 miles. while its average width was between two and three miles. It covered nearly 40

square miles of surface.

A still more destructive outburst, though it was not marked by so great a discharge of lava, occurred in 1693, when a violent earthquake shook Catania to the ground, burying 18,000 inhabitants. Fifty towns in Sicily were destroyed, and it is said that at least

were destroyed, and it is said that at least 60,000 people perished.

During the eighteenth century quite a number of eruptions occurred, some of great violence, though most of them did little damage. During an eruption in 1832 a number of people were watching the progress of the lave, when the front of the stream was suddenly blown out as by an ex-plosion of gunpowder. The red-hot mass was hurled in every direction, and a cloud of vapor enveloped everything. Thirty-six people were killed on the spot and 20 sur-

rived but a few hours.

Surprised by a Violent Eruption. In 1852 a party of six English tourists were surprised by a very violent eruption as they were ascending the mountain. This outburst continued for nine months. The tourists were ascending from Nicolosi to witness the suurise from the summit. As they approached the upper hut, known as Casa Inglese, the crater commenced to give forth ashes and flames of fire. Suddenly an earthquake shook the mountain, and the mules fied in terror. The tourists hastened down the mountain and reached Nicolosi in

out of the 84 eruptions on record, a com-paratively small number have been of xtreme violence, while many have been of a slight and harmless character. Eruptions occurred in 1865, 1868, 1869, 1874, 1879, 1883, and 1886, the most violent of which were those of 1865 and 1886. The outburst of 1886 destroyed vineyards and farm lands valued at \$250,000.

walned at \$250,000.

Mr. Hare says that the general appearance of Etna is very little changed since the time of Strabo, who described the lower slopes as covered with forests and planted grounds. Strabo told how the destructive volcanic ashes ultimately produced most fertile soil, admirably adapted for the culture of vines, and also how the upper mountain is bare and covered with ashes, which are buried under spow in winter.

and covered with ashes, which are puried under snow in winter.

Comparatively few tourists make the ascent of Etna, which is laborious. Those who do undergo the labor, however, feel amply repaid by the glorious view from the top. The ascent is only possible in summer, and June, July and September are the months best adapted for the journey.

The tourists, starting from Nicolosi, have a

Sunrise From the Summit. The general desire is to be at the summit to see the sun rise, and the climb is made during moonlit nights. The hardest part of the climb is the approach to the great crater, where the deep ashes are hard to wade through. The weather is always very cold near the top, and tourists are sometimes so benumbed when they reach the crater that the guides cover them with warm ashes for awhile. At the summit the travelers find themselves on the narrow rim of the crater. themselves on the narrow rim of the crater, which is three miles round. The view is unspeakably grand as peak after peak catches the light of the rising sun. Etna being the one great mountain of Sicily, there is nothing to intercept the sight. But the most interesting part of the view is the great mountain itself, with its multitude of lesser cones sprinkled around its side. great mountain itself, with its multitude of lesser cones sprinkled around its sides, and the zigzag paths of the different lava streams plainly revealed through the zones of snow and ashes; then forests, and lastly luxuriant cultivation. The icy cold usually prevents a prolonged stay at the summit. Catania, the city at the foot of the moun-tain from which this picture was taken, has

tain from which this picture was taken, has been several times in whole or in part re-built from the lava that had destroyed it. The pavements of its streets and the walls of its buildings are all of the material that was once ejected from one or another of the craters of Mouat Etna.

SMALL WELLS YESTERDAY.

one Dry Hole, and a Couple of Little Producers at McDonald-Many Which Will Reach the Sand This Week-Reports From a Number of Small Pools and Wildests.

The field reports yesterday were not encouraging to the men who have wells coming in. Information from the wells due was that they were showing light. The estimated production of the McDonald field dropped from 21,500 to 21,000 barrels. Campbell No. 2 of the Forest Oil Company, located in the Meise pool, was dropped from the list of those making 20 barrels an hour. -

Only one well showed an increase. It is the Kirk No. 1 of the Sinclair Oil Company, which went up from 35 to 40 barrels an hour. All of the other wells which changed at all went down. The No. 2 Morgan, of the Oakdale Oil Company, fell from 30 to 25 an hour; Greenlee & Forst's No. 3 McMurray went from 30 to 25, as did the Wood-land Oil Company's No. 2, on the Crawford farm. The Woodland's old No. 1, on the Gamble, is still making from 35 to 40 barrels an hour.

an hour.

Fitzgibbons, Hatry & Co.'s No. 4, on the Walker farm, located southwest of the old Fife well on the western horizon of the field, was reported last night to be almost through the fifth sand and no good.

Greenlee & Forst's No. 1, on the Noble farm, located 1,200 feet southwest of Fitzgibbon & Co.'s No. 3 Walker, will be in the sand to-morrow evening.

gibbon & Co.'s No. 3 Walker, will be in the sand to-morrow evening.
Single, Lenz & Fried's No. 2 Noble, also in the Fife pool, is in the Gordon sand and showing gas in that formation.

The Devonian Oil Company's No. 1, on the Nancy Kelso farm, in the sourthern part of the McCurdy field, is a small well.

The Forest Oil Company shot its No. 1 on the M. Geiser farm in the McCurdy field yesterday, and it will not be better than a 15-barrel well.

barrel well.

The Forest's No. 3 on the Mrs. Campbell farm, in the Meise pool, was two bits in the Gordon sand at noon yesterday, and had no showing of oil at that time. A fishing job delayed them in No. 2 Robert Wallace, but they expect to get into the Gordon this morning. Their No. 5 Campbell is expected to reach the Gordon some time to-day.

Reports From Many Fields. The Royal Gas Company is still working away in the lower end of the McDonald field. It has three wells due this week. They are No. 5 oz the McDonald brothers' property near Midway, No. 8 on the Ed Mc property near Midway, No. 8 on the Ed Mobonald farm, No. 1 on the Mark Robb and
the No. 2 Moore, located south of Venice.

The Woodland Oil Company has started to
drill No. 3 on the Crawford farm, located
two miles southwest of McDonald.

John M. Patterson & Co.'s No. 2 on the MoGarr farm, in the western part of the McCurdy, field is due in the sand to-day.

Leetspale—There are half a dozen wells
now being drilled at this point in the hope of
finding gas. They are located on both the
north and south sides of the river. The Ohio
Valley Gas Company, of Sewickley, is drilling three wells and has just started one on
the Neeley farm.

The Bridgowater Gas Company is drilling

The Bridgewater Gas Company is drilling two and the Penn Brick Works has one un-

two and the Penn Brick Works has one under way.

Mr. NEBO—J. W. Craig has just completed a well on the Ford farm. It is a light gasser. Honestead—Munhall & Co. are drilling a well for gas on the Cox farm, located about two miles south of this place. It is down 1,200 feet. They expect to get the gas in the Elizabeth sand.

Portrasvitle—John M. Patterson & Co. started to pump their well on the Nagel farm Saturday, but no oil has been brought up. It is making sait water.

FORTERSVILLE—John M. Patterson & Co. started to pump their well on the Nagel farm Saturday, but no oil has been brought up. It is making sait water.

Sistersville—Daniel Wheeler, an oil man, belonging in Washington, Pa., was killed near this place Monday evening by falling from a railroad trestle.

Billy Johnson says his well on the Moore farm, four miles south of town, is good for 100 barrels a day. He is tubing it at present. His No. 2 on the Wells property below town is making 200 barrels a day. Nos. 3 and 4 are now being drilled.

The McGrew well on the Ohio side of the river above town is due this week.

Washington, Pa.—Information has been received here that the well that supplies gas for the flouring mill and citizens of Eighty-Four, on the farm of W. J. Smith, blew up on Sunday. The well was blown off Saturday afternoon and how so much gas could gather in so short a time is a mystery. The gate and a quantity of the pipe as well as about two-thirds of the derrick were blown away. A hole eight or ten feet in diameter at the mouth of the well was caused by the force of the gas.

Johnstown, Pa.—Work has been com-

at the mouth of the well was caused by the force of the gas.

Jonstows, Pa.—Work has been commenced on a monster tank on the fine of the Crescent Pipe Line Company, about seven miles south of this city. The purpose is to have it filled with oil, which will be used largely for fuel by the Cambria and Johnson Companies, to whose plants it will be conveyed through small pipes.

The Ganges. The hourly gauges of the larger wells yes-terday were as follows: Meise No. 1, Lynch & Co., 20; Morgan No. 2, Oakdale Oil Company, 25; Robb No. 3, Florence Oil Company, 20; Sin-clair Oil Company's No. 1, 40; Craw-ford No. 2, Woodland Oil Company, 25; Oak-dale Gas Company's No. 1 Robb, 30. The esti-mated production was 21,000; stock in the field, 51,000.

Runs and Shipments. National Transit Company runs on 18th, 36,477: shipments, 5,795.
Southwest runs, McDonald division, on the

Southwest runs, McDonald division, on the 18th. 23,898. Outside of the McDonald, 11,745. Buckeye Pipe Line, Macksburg division, 3,315. Lima division, 43,623; shipments, 54,190. Eureka Pipe Line, 12,278; shipments, 1891. New York Transit shipments, 36,152. Southern Pipe Line shipments were 41,775. Tidewater runs Monday were 2,463; total, 58,753; average, 3,264. Shipments, 25,131; total, 155,963; average, 8,827.

The Oil Market.

Range of the August option: Opening, 5214c; highest, 5274c; lowest, 51%c; closing, 5194c; Sales, 3,000 barrels.

Refined oil—New York, 5c; London, 4%d; Antwerp, 1534f; Bremen, 5.85f.

Oil Cirry, July 19—National Transit certificates opened at 52%c; highest, 52%c; lowest, 51%c; closed, 51%c; sales, 3,000 barrels; clearances, 80,000 barrels; shipments, 110,747 barrels; trans, 91,180 barrels.

Nrw York, July 19.—The petroleum market opened weak on forced liquidating sales and declined %c, but later reacted to the opening and closed steady. Pennsylvania oil, sales, 5,000 barrels, at 51%c; closing, 52c; highest, 52c; lowest, 51%c; closing, 52c. Lima oil, no sales. Total sales, 55,000 barrels; The Oil Market.

THE CORDAGE COMBINATION

To Be Investigated by Congressmen to Sec

What a Trust It Is. WASHINGTON, July 194-The House Judiciary Committee to-day ordered a tavorable report on the resolution introfavorable report on the resolution intro-duced by Mr. Scott, of Illinois, requesting the Attorney General to inform the House whether any information had been fur-nished to his office regarding the Cordage Trust, and whether any prosecutions have been commenced against the trust; also, whether information of such a character as will authorize him to institute prosecution against the combination has been received.

A preamble to the resolution recites that
it is alleged that the National Cordage Company is a corporation operated as a trust to destroy competition and monopolize trade in binding twine.

THE BUSINESS WORLD.

Uncle Jerry's Weather Crop Bulletin for a Week After Harvest.

RAIN NEEDED IN SOME SECTIONS.

Other Places Report Too Much Moisture, With Rust and Weeds.

FIRES, PAILURES AND RAILWAY NEWS

WASHINGTON, July 19 .- The following weather crop bulletin was issued by the Agricultural Department to-day: The week was cooler than usual generally throughout all agricultural districts. The seasonal rainfall from March 1 to date is generally up to or in excess of the average over nearly the whole country.

Pennsylvania — Harvesting and having over in southern counties. Corn beginning to tassel. Potatoes, barley, buckwheat and tobacco doing well. Oat crop short. Mississippi—Corp, cotton and maturing crops suffering from excessive rain and lack of cultivation. Much damage from over-

Louisiana — Crop prospects improved, though fields are still very grassy. Cotton growing too fast and running to stalk, be-ginning to boil on hill lands. Cane and rice n excellent condition. Tennessee-Wheat threshing and working

late corn resumed. Wheat and oats considerably damaged by rains, most serious in western portions. Cotton improving; to-bacco spindling. Some diseased cattle in Hickman county.

Ken:ucky—In central counties storms on the 15th blew down corn and grain in shock; damaged considerable. Other crops fine,

Outs fair. Rain Is Needed in the West, Missouri-Wheat, oats and hay already cut and thrashing, stacking and weeding de-layed. Early corn laid by, late needing

especially tobacco. Corn outlook favorable

rain and work in most sections.

Illinois—Wheat harvesting completed in Illinois—Wheat harvesting completed in central and southern portions; thrashing progressing. Oats and hay harvested. Bye being cut, yield light.

Indiana—Weather favorable for harvesting and crops, but rains needed for corn and potatoes. Wheat thrashing continues everywhere. Good crop of oats, and hay a heavy crop.

West Virginia—Oats nearly ready to cut; good average. Buckwheat promises well. Wheat yield good in quality and quantity. Hay crop better than estimated. Stock doing well. Tobacco doing finely. Potato crop fair.

ohio-Wheat thrashing continues. Oats

Ohio-Wheat thrashing continues, Oats ripening. Corn, tobacco and potatoes growing nicely. Hay harvesting continues, timothy being secured in good condition. Grape rot reported.

Michigan-Haying and harvesting progressing rapidly. Oats doing well. Corn needs cultivation in most piaces.

Wisconsin-Haying will be done this week, with good yield. Wheat and rye harvest next week, with yield promising well.

Minnesota-Haying progressing and crop large. Small grains and corn advanced rapidly; some slight damage by rust. Wheat holding out. Heavy rains on 18th damaged grain. rain.

Iowa—Corn made rapid growth and is generally clean. Haying well advanced. Some complaint of rust in oats. Potatoes doing well.

Rust, Weeds and Dry Weather Northwest.

doing well.

Rust, Weeds and Dry Weather Northwest.

North Dakota—Wheat heading general.

Haying commenced, except on lowlands.

Complaints of rust and weeds in Upper Red
River Valley.

South Dakota—Corn greatly benefited by
warm sunshine. Also wheat, except in a
few counties where rain is needed. Condition of crops generally very good, but
copious rains would be highly beneficial.

Nebraska—Corn has grown rapidly. Winter wheat and grain harvest nearly completed in southern counties, and crop reported very good.

Kansas—Corn growing rapidly. Wheat
harvest nearly completed.

New Mexico—Another excellent growing
week. Grass on cattle ranges greatly improved. All crops in good condition.

Arizona—Second crop beans and potatoes
being planted in southwest portion. Good
prospects for heavy crop of dates. Hay and
wheat being cut in the north; fair crop.

Utah—Fine haying weather. Wheat heading in extreme north. In central portion
fall wheat ripe and ready to cut; yield will
be very heavy. Corn does not promise well.

Potatoes suffer from bugs and blight.

Washington—Excellent growing weather.

Considerable hay injured by rain. Grain
recovering in eastern portion, filling well.

O regon—Early wheat being harvested and
is turning out better than expected, but is
not quite an average. Oats being cut; not a
good crop. Peaches being shipped. Hops
below average. Heavy hay crop.

California—Weather abnormally cool
throughout the state. The short fruit crop
exemplified by rapid advance in prices.

Orange trees dropping their fruit. Wheat
crop ranges from average to both above and
below average. Barley and hay above average and of best quality.

BUSINESS BREVITIES.

Texas fever of a virulent type has broken out in Lyons county, Kan. THE Novelty Stamping Company, with

\$100,000 capital, has been organized at Bel-laire. CUDARY, who recently set up a packing house in Louisville, is in hot water with the local butchers.

It is reported that Mr. Kimberly will sign the Amalgamated scale for his New Castle and Greenville mills. THE Reading Iron Company's two blast

furnaces will go out of operation indefi-nitely the latter part of this week. Nearly 150 men are employed.

Pickaw & Carlisle, wholesale tea and coffee dealers in New York, have assigned, giving preferences of \$8,383. Debts, \$30,000; assets, considerably larger. THE new tin plate company which intends building at Tunnelton, W. Va., is manufac-turing its own brick for the construction of its works. The company expects to have the works in operation by October I.

EVERY building material yard in New York was closed Monday except that belonging to W. H. Schmehl, who has given in to the union. This is the result of a combined lockout and strike consequent upon the fight between the House Smith's Union and the Iron League.

THE following were chartered yesterday at Harrisburg: The Bridgeport Water Com-pany, of Fayette county, capital \$10,000; Brownsville Water Company, of Fayette county, capital \$20,000; Essex Insurance Com-pany, of Pittsburg, capital \$45,000.

In a few weeks the annual export of live The Northern Pacific estimates that there will be at least 180,000 head of cattle to be shipped East from Montana, Idaho and Washington. Last year over 200,000 head were sent out. stock from Montana and far West will begin.

A DEAL has just closed by which the 700-A DEAL has just closed by which the 700-acre park, adjoining the big Sioux river on the west side of Sioux City, is sold to Chicago parties together with eight miles of electric railroad for \$600,000. It is believed that the Chicago and Northwestern road is the real

ALBERT HALSTEAD, of Cincinnati, was at Denver during the early portion of last week. It is said that the object of his visit West is for the purpose of perfecting arrangements whereby a large Eastern syndicate will secure control of the new \$500,000 hotel in course of erection at Glenwood Springs.

RAILWAY INTERESTS.

THE Pine Bluffs and Eastern Railroad has been incorporated in Arkansas. The road will extend to St. Charles, about 60 miles. THERE is a row in progress among Western railroads over the excursion rates granted to the Christian Endeavor and National Ed-ucation Conventions.

A 99-YEAR lease from the Chicago, St. Paul

son yards they have been receiving \$1 20 a day, elsewhere on the division \$1 16 a day. The men want a uniform rate of \$1 25 a day. A special meeting of the Western Passen ger Association will be held to-day at Chi-cago to consider the proposition to extend the limits and dates of the scale of tickets for the Knights Templars' Conclave at Den-ver to correspond with those adopted by the Trans-Missouri Association.

A HEALTHY improvement in east-bound freight traffic is reflected in the statements for last week. The dead freight shipped eastward from Chicago by all the roads engaged in that business amounted to 58,134 tons, against 51,087 for the preceding week, an increase of 7,047 tons, and against 54,533 tons for the corresponding week last year, an increase of 3,662 tons.

an increase of 3,692 tons.

Ax effort will be made to have the quession of reduced rates for the dedicatory exercises of the World's Fair disposed of at the meeting of the Western Passenger Association. A few of the Western roads are strongty opposed to making a higher rate than one fare for the round trip and will stubbornly resist the adoption of the Columbian Passenger Committee's recommendation of a fare and one-third. THE New York, New Haven and Hartford

The New York, New Haven and Hartford Railroad will probably be the first steam railroad in the world to substitute electricity for steam on a large scale. This road was known to be constructing a four-track line, but it was not known publicity that the two central tracks are to be equipped with special reference to the use of electricity to propel both freight and passenger cara over that portion of the line between New York and New Haven, 74 miles. The distance will be covered in 60 minutes.

The Railimore and Ohio Railroad Com-

THE Baltimore and Ohio Railroad Company will open the Pittsburg and Western line for passenger traffic this autumn. The road is now being operated for freight. It is not the intention of the company to abandon the route via Grafton entirely for trains to Chicago. One express will run by that line, while the vestibule and probably one other train will run via Cumberland, Pittsburg and Akron, and strike the present line at Chicago Junction, in the northwestern part of Ohio.

CROP POINTERS.

Michigan corn and potatoes need rain badly. Iowa has enjoyed a good week for pushing elated crops.

MICHIGAN haying is nearly finished, and barvesting is well under way. Mississippi crop prospects are growing worse every day, owing to excessive rains. Iowa estimates of correspondents for July show a fair measure of improvement in the condition of the staple crops, compared with the report of July 1, at which time very unfavorable weather conditions prevailed in all parts of the State.

Louisiana cotton presses have agreed upon tariff of charges, which most of them have signed already, and the others will doubt less determine to uphoid. About the only difference is in the rate of cotton for speculation. An increase of 5 cents per bale is charged on account of the concessions recently granted labor.

THE FIRE RECORD.

Cincinnati—Papenbrock & Co,'s furnishing touse damaged \$50,000.

St. Johns, N. F.—Forest fires are again raging. Many towns are threatened. Richmond, Va.—The Chesapeake and Ohio grain elevator. Loss estimated \$100,000; well insured.

Wheeling—Simon Baers' Sons coffee-roasting house damaged \$20,000; fully insured. The fire broke out in the engine room. Grapeville, Westmoreland county—The combined dwelling and store of Mrs. Elizabeth Sampson. Loss, \$3,000; insured. Origin believed to be incendiary.

Stabo station (near Phillipsburg, Pa.)—
The new polish factory, owned by Pittsburg capitalists. Loss on machinery, \$1,500. The company had only paid Mr. Black, the owner of the property, \$1 of the purchase money. Black lost his barn, which will amount to about \$500, unless the company makes it good.

COMING TO PENNSYLVANIA.

The Two Murderers of Peddler Marks to Be Tried in This State,

NEW YORK, July 18 .- [Special.]-Harris Bland and Charles Rosencranz, or Rosenweg, the peddlers who were arrested by Detectives Slawson and Reap, in Montreal, for the murder of Joseph Marks, of Towanda, Pa., last April, are not to be taken to this city by Inspector Steers' men, it was said to-day at police headquarters. The prisoners are in Montreal awaiting the arrival of extradition papers. When the

extradition papers are ready they will be turned over to the Pennsylvania authori-The Pennsylvania police asked the New York police to help them get Marks mur-derers. Detectives Slawson and Reap tracked Bland and Rosencranz to Canada. Their expenses are to be paid by the Pennsylvania authorities.

Celebrated the Fourth Abroad,

Councilman John P. Ober, of Allegheny, has received a letter from Germany giving the particulars of a jolly Fourth of July celebration by 28 Allegheny and Pittsburg men, held in Stuttgardt, the capital of Wurtemberg. Among the party were Fred Eggers, Theodore F. Straub, John G. Walter, Adam Reineman, and Dr. Heckelman. Ex-Councilman Walter made a pat-riotic address in German which was said to be a masterpiece of oratory. Mr. Ober sent to the party a case of his celebrated Volks-

New M. E. Church at Mansfield. The corner stone of the new Methodist Episcopal Church on Washington avenue Mansfield, will be laid this evening at o'clock. Addresses will be made by Rev. Drs. J. F. Jones and C. W. Smith, and a programme of music will be rendered. The building is to be of stone and brick, 103x74 in size. Rev. G. T. Reynolds is pastor.

RAILROADS,

PITTSBUEG AND LAKE FRIE RAILROAD

Company. Schedule in effect May 15, 1892.

Central time.—DEPART—For Cleveland, 5,00 s. m., 1.55, 4.20, 79.45 p. m. For Cluevaland, 5,00 s. m., 1.55, 4.20, 79.45 p. m. For Cluevaland, 5,00 s. m., 4.20, 79.45 p. m. For Cluevaland, 8,00 s. m., 4.20, 79.45 p. m. For Salamanca, 78.00 s. m., 71.55, 79.45 p. m. For Salamanca, 78.00 s. m., 71.55, 78.20, 79.45 p. m. For Salamanca, 78.00 s. m., 71.55, 20, 78.40, 11.39 s. m., 71.55, 13.30, 74.20, 79.45 p. m. For Salamanca, 75.20, 79.45 p. m. For Chartiers, 75.30, 5.35, 6.00, 75.45, 7.09, 7.7, 77.50, 81.00, 8.20, 79.10, 11.30, 711.45 s. m., 12.16, 1.00, 2.00, 2.30, 4.05, 74.20, 74.20, 71.30, 71.30 p. m., 71.20 p. m. From Buffalo, 74.29 s. m., 12.20, 71.30 p. m. From Buffalo, 74.29 s. m., 71.21.0, 9:30 p. m. From Salamanca, 75.20, 710.50 s. m., 712.30, 71.20 p. m., 71.20, 9:30 p. m.,

C. & Y. trains for Manafield, 7:37 a. m., 12:10, p. m. For Espien and Beschmont, 7:37 a. m., City Ticket Office, 639 Smithfield Street.



SUMMER RESORTS.

HOTEL RATES AND CIRCULARS Mag be obtained at THE DISPATCH'S Bus ness Office, Smithfield and Diamond.

NEW JERSEY. Atlantic City.

MENTON E-Ocean end of South Carolina av. U. B. STUART. THE OSBORNE, Corner Pacific and Arkansas avenues, MRS. R. J. OSBORNE.

THE MENTONE-

THE LEHMAN, Ocean end Pennsylvania avenue, Atlantic City, N. J. F. W. LEHMAN & CO. THE MELEOSE Arkansas av., half square from beach. Rates \$1.25 to \$1.50 per day, \$7 to \$10 per week. C. H. HUDNUT.

THE NEW ENGLAND—Ocean end South Carolina ave. All conveniences. Bryan & Williams, late of the Mentone. HOTEL MONTEREY, Atlantic City, N. J. Ocean end of New York av. Cool situation. All comforts. Excellent table. E. K. NEWCOMER.

THE HYGEIA. Corner of Pacific and New York avenues.

Near the beach; excellent table: rates reasons
le.

M. LUNGER, Proprietor.

HOTEL BRUNSWICE, Pacific near Tennessee ave.: new and first-class in all its appointments. CHARLES C. MURRAY, late of Colonnade Hotel, Philadelphia.

HOTEL BERKELEY, formerly Acme, EXTREME OCEAN END OF KENTUCKY AV.

THE WAVERLY. Hot and Cold Sea Water Baths. All the Modern Improvements. Terms Moderate. Special weekly rates. L. T. BRYANT.

HOTEL WELLINGTON.

Atlantic City, N. J.

M. A. & H. S. MILNOR.

Circulars at Dispatch office.

HOTEL ALBION, Atlantic, City, Three minutes' walk from bathing grounds.
Accommodations, \$50.
GUSTAV A. KNOBLAUCH.

THE MANHATTAN, OCEAN END, SOUTH CAROLINA AVE American and European plan cafe attached. Open all the year. M. A. MELONEY.

HOTEL CENTRAL. ATLANTIC CITY, N. J.

Thoroughly renovated. Modern Improvements. L. A. ROWAN.

THE CHALFONTE. ATLANTIC CITY.

Directly on the Beach. See water baths in couse. Opened January 30, 1892.

C. ROBERTS & SONS.

THE STOCKTON, ATLANTIC CITY, N. J. First-class. \$2 50 per day. Special rate by STEPHEN J. KIRK

THE MANSION, LARGEST HOTEL.

OPEN ALL THE YEAR. ORCHESTRA FROM JUNE TO OCTOBER. CHARLES MOGLADE. Cape May.

HOTEL LAFAYETTE.

JOHN TRACY & CO., Proprietors.

Open June 18: all modern improvements; located directly on the beach; terms \$1 to \$5 per day, Apply to JOHN TRACY & CO.

Washington Hotel, Phils. Pa., or Cape May, N. J.

THE STOCKTON, CAPE MAY, N. J., A First-Class Hotel, Will open June 4th and remain open until

F. THEO. WALTON.

Proprietor

THE CARLETON, Spring Lake, N. J. Ele-rator, gna, electric bells, artesian water. One block from ocean, haif block from lake. J.S. Hinkson, Prop PARKER HOUSE, Sea Girt, N. J., directly on ocean front. Woods in rear. Gas and electric bells. All modern improvements. Thirteenth season. Open all the year. THOS. DEVLIN, Prop.

CONTINENTAL HOTEL, SEA ISLE CITY, N. J., Now open. Directly on the beach. Large, spacion rooms. Hot and cold baths. Elevator. Term reasonable. T. C. GILLETTE & CO.

HOTEL ALLAIRE, Spring Lake, NOW OPEN. DIRECTLY ON THE BEACH. E. M. BICHARDSON,

PENNSYLVANIA.

MATTHEWS HOUSE, CHAUTAUQUA, N. Y., first-class accommodations. Rates, \$7 to \$1 per week. PINE HEIGHTS INN AND COTTAGES Allegheny Mountains, location unsurpassed; most picturesque region of Pennsylvania; all modern improvements; purest water and finest air; steam heat; tennis; open about June 20; illustrated cir-cular. A. B. GRIER, Birmingham, Huntingdon county, Pa.

BEDFORD SPRINGS.

BEDFORD, PA. "THE CARLSBAD OF AMERICA." HOTEL OPENS JUNE 224. L.B DOTY, Manager.

MOUNTAIN HOUSE CRESSON SPRINGS. On the Summit of the Allegheny Mountains, Main line Penna. R. R. All trains stop. Will spen JUNE 25th. For circulars and in-formation, address WM.R. DUNHAM, Supt., Cresson, Cambria county, Ps.

FRANK'S HOTEL, In the Allegheny Mountain LIGONIER, PA.

Bates, \$2 to \$2.50 per day, \$10 to \$17.50 per week. Now open for the season. Table first class. Abundari shade, elegant grounds, good music, grand ballroom, bowling alleys, billiard room, good carriage service, cool drives, pure spring water, good shing. Penna. R. R., via L. V. R. R., daily to hotel grounds. Send for illustrated pamphlet and diagram of rooms. Address. NEW YOBK.

CLARENDON HOTEL. This aristocratic hotel will open JUNE 30. Terms, \$14 per week and upward. AVERILL & GREGORY, Proprietors. FORT WILLIAM HENRY HOTEL

SARATOGA SPRINGS, N. Y.,

LAKE GEORGE, N. Y.

SEND FOR ILLUSTRATED SOUVENIR. SPECIAL RATES FOR FAMILIES. WILLIAM NOBLE, Owner and Proprietor. CATSKILL MOUNTAINS.

HOTEL KAATERSKILL

A 99 YEAR lease from the Chicago, St. Paul and Kansas City Baliroad to the Chicago Great Western Railway Company was filed for record at Waterloo, Ia., yesterday.

The first of several inter-State commerce cases is now on trial at St. Joseph, Mo., and will be hotly contested. W. D. Mott, the defendant, is charged with fraud in returning weights of cars of lumber.

The Chicago and Southeastern Railroad has been placed in the hands of a receiver, E. L. Lane, of Lebanon, Ind. The tieup of the road, owing to the fact that the road is involved and unable to operate its line, resulted in this action.

The section men on the Wabash Railroad between Peter and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and Tilton, Ill., are on strike for higher wages. In the Danville and

BAILROADS T

PENNSYLVANIA RAILROAD. IN EFFECT JUNE 12th, 1892. Trains will leave Union Station, Pitts

follows (Eastern Standard Time):-MAIN LINE EASTWARD.

SOUTHWEST PENN BAILWAY.

or Uniontown 5:25 and 8:35 a. m., 1:20 and 4:25
p. m. week-days.

MONONGAHELA DIVISION.

From Pittsourgh Union Station.

Trains Run by Central Time.

Northwest System-Fort Wayne Route

Southwest System-Pan Handle Route

Special Notices.

TIME TABLES of Through and Local Accommods

Time Tables of Through and Local Accommous-tion Trains of either system, not mentioned above, can be obtained at 110 Filth Avenue and Union Station, Pittsburgh, and at principal ticket offices of the Pena-sylvania Lines West of Pittsburgh, *Dally, †Ex. Sunday, †Ex. Saturday, †Ex. Monday, JOSEPH WOOD, E. A. FORD.

BALTIMORE AND OHIO RAILROAD.

For Mt. Pleasant, 1659 and 1500 a m; 1110, 14 15 and 1500 pm.

For Washington, Pa., 7 20, 18 10 and 19 30 a m., 160, 140, 7 30 pm.

For Wheeling, 7 20, 18 10 and 19 30 a m, 1400, 7 30 pm.

For Cincinnati and St. Lovis, 7 20 a m and 7 30

For Cincinnati and St. Louis. 7 20 am and 7 20 pm.
For Columbus, 7 20 am and 7 20 pm.
For Newark, 7 20 am and 7 20 pm.
For Chicago, 7 20 am and 7 20 pm.
For Chicago, 7 20 am and 7 20 pm.
For Chicago, 7 20 am and 7 20 pm.
From Chicago, 7 20 am and 7 20 pm.
Trains arrive from New York, Philadeiphia, Asimmore and Washington, 6 20 am, 8 30 pm. From Columbus, Cincinnati and Chicago, 7 50 am, 7 40 pm.
From Wheeling, 8 50 and 10 55 am, 14 15 if 55 and 8 40 p. m.
Parior and sleeping cars to Baltimore, Washington, Cincinnati and Chicago.
Paily, 1Dally except Sauday, iBunday only.
Saturday only, 1Dally except Saturday.
The Pittsburg Transfer Company will call for and check baggage from hotels and residences upon orders left at B. 20, ticket office, corner Fifth avenue and Wood street, and 659 Smithfield street.

Seperal Passenger Agent.

22. 1892. Eastern time.
For Washington, D.
C. Baltimore, Phil
sdelphia and New
York, "5 00 a m and
"5 20 p m.
For Cumberland,
"5 50, "5 00 a m., ‡1 10,
"9 20 p m.
For Conneitsville,
"5 00, \$5 30 a m.,
‡1 10, ‡4 15, ‡5 00 and
†2 20 p m.
For Uniontown,
For Uniontown,
For Uniontown,
For Uniontown,
For Uniontown,
For Uniontown,

ennsylvania Lines.

MAIN LINE EASTWARD.

Pennsylvania Limited of Puliman Vestibule Cars daily at 7:15 a. m., arriving at Harrisburg at 1:55 p. m., Philadelphia 4:45 p. m., New York 7:00 p. m., Baltimore 4:40 p. m., Washington 5:55 p.tm., Reystone Express daily at 1:20 a. m., arriving at Harrisburg 8:25 a. m., Baltimore 11:15 a. m., Washington 12:20 p. m., Philadelphia 11:25 a. m., Rew York 2:00 p. m. Philadelphia 11:25 p. m., New York 2:00 p. m., Philadelphia 11:25 p. m., New York 2:00 p. m., Philadelphia 1:25 p. m., New York 2:00 p. m.

Harrisburg 10:30 a. m., Philadelphia 1:25 p. m., New York 3:00 p. m., Philadelphia 6:50 p. m., New York 3:20 p. m., Philadelphia 6:50 p. m., New York 3:25 p. m., Baltimore 6:45 p. m., Washington 8:16 p. m., Philadelphia 10:55 p. m., Washington 8:16 p. m., Philadelphia 10:55 p. m., Washington 8:16 p. m., connecting at Harrisburg 10:00 p. m., connecting at Harrisburg for Philadelphia Express daily at 4:30 p. m. arriving at Harrisburg 10:00 a. m., Philadelphia 6:50 p. m., and New York 7:40 a. m.

Fast Line daily, at 8:10 p. m., daily, arriving Harrisburg 1:00 a. m., Philadelphia 6:50 a. m., Washington 7:30 a. m., Philadelphia 6:50 a. m., New York 7:40 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., Washington 7:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., Washington 7:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., New York 9:30 a. m., Philadelphia 6:50 a. m., Washington 7:30 a. m., Philadelphia 6:5 **PRICES** Like These Do the Work! 100 pieces assorted all-wool soc and 60c FRENCH CHAL LIES, 35c, and better styles than any like offering. And we would not sell them so did not York 9:30 a. m., Baltimore 6:20 a. m., Washington 7:30 a. m.
Cresson and Ebensburg Special Saturdays only, 2:50 p. M.
All through trains connect at Jersey City with boats of 'Brooklyn Annex,' for Brooklyn, N. Y., avoiding double ferriage and journey through New York City.
Johnstown Accom., except Sunday, 3:40 p. m.
Greensburg Accom., 11:30 p. m. week days, 10:30 p. m. Sundays. Greensburg Express 5:15 p. m., except Sunday. Derry Express 11:00 a. m., except Sunday.
Wall Accom. 5:25, 6:00, 7:40, 8:25, 8:50, 9:40, 10:30, 11:00 a. m., 12:15, 12:50, 12:00, 11:30 p. m., 12:10, 11:50 a. m., 12:15, 12:50, 12:30, 3:40, 4:00, 4:50, 5:16, 6:00, 6:45, 7:25, 9:00, 10:20, 11:30 p. m., 12:10, 12:50, 12:30, 4:30, 5:30, 7:20, 9:20, 10:30 p. m. and 12:10 night.
Wilkinsburg Accom., 5:25, 6:00, 6:15, 6:45, 7:00, 7:25, 7:00, 8:10, 8:25, 8:50, 9:40, 10:30, 11:00, 11:10 s. LIES, all dark styles,

12:25, 12:50, 2:30, 4:30, 5:30, 7:20, 9:30, 10:30 p. m. and 12:10 night.

Wilhinsburg Accom., 5:25, 6:00, 6:15, 6:45, 7:00, 7:25, 7:40, 8:10, 8:35, 8:50, 9:40, 10:30, 11:00, 11:10 a. m., 12:01, 12:15, 12:30, 12:50, 1:22, 12:00, 2:30, 3:14, 3:40, 4:50, 4:10, 4:25, 4:35, 4:30, 5:00, 8:15, 5:25, 5:45, 6:50, 6:20, 6:45, 7:23, 8:20, 9:00, 9:45, 10:20, 11:30, 11:30, p.m. week-days, and 12:10 night, except Monday, Sunday, 5:30, 8:40, 10:30 a. m., 12:25, 12:50, 1:30, 2:30, 4:30, 5:30, 7:20, 9:00, 9:30, 10:30 p. m., 12:10 night, except Monday, Sunday, 5:30, 8:40, 10:30 a. m., 12:26, 12:00, 1:30, 2:30, 4:30, 5:30, 7:20, 9:00, 9:30, 10:30 p. m., 12:10 night, 6:40, 6:00, 8:10, 6:55, 8:50, 9:40, 10:30, 11:00, 11:10, a. m., 12:00, 12:15, 12:30, 12:05, 12:30, 1:30, 2:50, 2:30, 2:30, 5:43, 6:00, 6:20, 6:25, 7:25, 8:20, 9:00, 9:36, 30:20, 1:00, 11:30 p. m. week-days, and 12:10 night, except Monday, Sunday, 5:30, 8:50, 8:40, 10:30 a. m., 12:30, 1:30, 2:30, 4:30, 4:50, 5:50, 5 50 CENTS.

ART PRINTINGS in AMERICAN CHALLIS, new ones, fine cloths only, 24 inches wide, but the best styles ever sold in this kind of goods for

100 pieces full yard wide CHALLIS, 41/2c-good quality, but poor styles-both light and dark. Great chance for

LIS, 21/2 C. All these are at the center

departments in Dress Goods

Northwest System—Fort Wayne Route
Defart for Chicago, points intermediate and beyond:

*1.20 a.m., *7.10 a.m., *12.20 p.m., *1.00 p.m., *8.45
p.m., 111.30 p.m. Assavs from same points: *12.06
a.m., 11.30 p.m. Assavs from same points: *12.06
a.m., 11.30 p.m., *6.00 a.m., *6.35 a.m., *6.55 p.m.,

*6.45 p.m.

Defart for Toledo, points intermediate and beyond:

\$7.10 a.m., *12.20 p.m., *1.00 p.m., 111.20 p.m., Assavs
from same points: \$1.15 a.m., *6.35 a.m., *6.45 p.m.

Defart for Cleveland, points intermediate and
beyond: \$6.10 a.m., *7.10 a.m., \$1.20 p.m.,

*11.06 p.m., Assavs from same points: *6.60 a.m.,

*11.05 p.m., *6.55 p.m., *6.50 p.m.

Defart for Martins Ferry, Bridgeport and Bellaire:

*6.10 a.m., *1.20 p.m., *1.10 p.m., Assavs from same
points: \$9.00 a.m., \$1.55 o.: , \$6.50 p.m.

Defart for New Cast' Ein, Youngstown, Ashtabula, points intermediate and beyond: \$1.20 a.m.,

*12.20 p.m. Assavs from same points: \$1.25 p.m.,

Defart for New Castle, Jamestown, Youngstown
and Niles, \$1.35 p.m. Assavs from same points: . Something in Dress Goods at the rear of the store that we didn't think would ever be sold like this. ENGLISH STYLE SUITINGS, in light colored line stripes, 38 inches wide, imported to sell at 50c, 7 yards will make a suit, 15c a yard. Only 5 pieces-250 yards-and that ends. the loss. At same and Niles, 13.45 p.m. ARRIVE from same points: 18.40 a.m. Deraker for Youngstown, *12.20 p.m. ARRIVE from Youngstown, *6.45 p.m. rear Dress Goods Department, a large collection assorted all-

CUNARD LINE-NEW YORK AND LIVER-POUL, VIA QUEENSTOWN-From Pier 40, North river. Fast express and mail service. Etruria, Juiy 16, 10 a. m. Etruria, Aug. 12, 9 a. m. Aurania, July 23, 5 a. m. Aurania, Aug. 20, 3 p. m. Umbria, July 20, 10 a. m. Umbria, Aug. 20, 3 p. m. Servia, August 6, 3 p. m. Servia, Sept. 3, 2 p. m. Cablin passage, \$10 and upward, according to location; second cablin \$35 and \$40. Steerage tickets to and from all parts of Europe at very low rates.

NETHERLANDS LINE

Rates for Saloon Passage By S. S. CITY OF ROME, \$60 and upwards, according to accommodation and location of Room. Second Cabin. \$30 & \$35.

Other Steamers, Cabin. \$50 and upwards. Second Cabin \$50. Steerage \$13.

Passengers booked at through rates to or from any city in Great Britain or on the Continent.

ALLANLINE ROYAL MAIL STEAMSHIPS, GLASGOW to PHILADELPHIA VIA DERRY and GALWAY. The most di-rest route from Scotland and North and Middle of Ireland. ACCOMMODATIONS UNSURPASSED.

STATE ALLAN LINE LINE.

NEW YORK and GLASGOW

goods, at

the price, 5 CTS. A YARD.

and Silk room, where everything is going to be sold.

Bouthwest System-Pan Hamdle Route
DEFART for Columbus, Cincinnati, Indianapolus, St.
Louis, points intermediate and beyond: "1, 10 a.m.,
"8.30 a.m., "8.45 p.m., "11.15 p.m. Arrive from same
points: "2.20 a.m., "6.00 a.m., "6.60 p.m.,
DEFART for Columbus, Chicago, points intermediate
and beyond: "1.10 a.m., †12.15 p.m. Arrive from
same points: "2.20 a.m., †3.06 p.m.,
DEFART for Washington, †6.15 a.m., †8.35 a.m.,
†1.55 p. m., †3.30 p. m., †4.45 p.m., †4.50 p. m. Arrive
from Washington, †6.55 a.m., †7.59 a.m., †8.50 a.m.,
†10.25 a.m., †2.35 p.m., †6.25 p.m.,
DEFART for Wheeling, *6.30 a.m., †12.06 n'm.,
†2.45 p. m., †6.10 p. m. Arrive from Wheeling,
†6.45 a. m., †8.65 p.m. *5.50 p.m. BOGGS & BUHL,

ALLEGHENY. STEAMERS AND EXCURSIONS.

Steerage tickets to and from all parts of Europe at very low rates.

For freight and passage apply to company's office, 4 Bewling Green, New York. VERNON H. BROWN & CO., General Agents, or CHARLES P. SMITH, Third av. and Wood st., Agents for Pittsburg, Pa. 'jil-D

FOR ROTTERDAM, PARIS AND LONDON.
SAILING FROM NEW YORK:
S. S. Amsterdam, Saturday, July 15, 9:30 a. m.
S. S. Westerdam, Saturday, July 25, 6 a. m.
Steamers marked sail to and from Amsterdam;
all others to said from Rotterdam.
From pier foot of Fifth street, Hoboken,
First cabin, \$45 and upward: second cabin, \$41.
Reduced excursion tickets. Steerage at low rates,
For illustrated guide and passage apply to JOHN
J. M'CORMICK. 639 Smithfield street, LOUIS
MOESER, 616 Smithfield street.
MAX SCHAMBERG & CO., 527 Smithfield street.

Jyll-D

WHITE STAR LINE—
For Queenstown and Liverpool.
Royal and United States Mail Steamers.
*Adriatic, July 20, 2:20pm Britannic, Aug. 17, 2 p. m.
Majestic, July 27, 3:500 am "Majestic, Aug. 24, 5 p m
Germanic, Aug. 3, 2 p m Germanic, Aug. 31, noon
Teutonic. Aug. 3, 5 p m Teutonic. Sept. 7, 4 p m
From White Star dock, foot of West Tenth street,
New York.

*Becond cabin on these steamers. Saloon rates,
500 and upward. Excursion tickets on favorable
terms. Second cabin, 566 and 565. Steerage from
or to the old country. 570.

White Star drafts payable on demand in all the
principal banks throughout Great Britain. Apply
OJOHN J. McCORMICK. 529 Smithfield street,
Pittaburg, or H. MAITLAND KERSEY, General
Agent, 25 Broadway, New York.

ANCHOR LINE Steamers Leave New York Every Saturday For Glasgow via Londonderry.

Drafts on London Sold at Lowest Rates,
Eock of information, tours and salling lists furnished on application to Agenta,
HENDERSON BROTHERS, 7 Bowling Green, N.
Y., or J. J. McCORMICK, 639 Smithfield st., Pittsburg: F. M. SEMPLE, 110 Federal st., Allegheny,
appl-4**we

A LLEGHENY VALLEY RAILWAY CO.

A Taking effect June 28, 1862, trains will leave and arrive at Union station, Pittaburg, eastern standard time: Buffalo express—Leaves at 5:20 a. m., 5:35 p. m. (arriving at Buffalo at 5:45 p. m. and 7:20 a. m., 9:20 a. m., 1:30 p. m.; arrives at 7:00 a. m., 5:20 a. m., 1:30 p. m.; arrives 1:00, 6:35, 10:30 p. m. Ementon—Leaves 2:46 p. m.; arrives 1:00 a. m. Kittanning—Leaves 9:05 a. m., 5:00 p. m.; arrives 8:05 a. m., 5:05 p. m., 6:35 p. m. Braeburn—Leaves 6:50 a. m., 12:05 p. m., 6:30 p. m., 6:15 p. m.; arrives 6:40 a. m., 12:05 p. m., 12:00 p. m., 6:15 p. m., 12:00 p. m.; arrives 6:40 a. m., 12:00 a. m. Kittanning—Leaves 9:05 p. m., 12:00 p. m.; arrives 6:40 a. m., 12:00 a. m., 12:00 p. m.; arrives 6:40 a. m., 12:00 p. m.; arrives 6:40 a. m., 12:00 p. m.; arrives 6:50 a. m., 12:00 p. m.; arrives 6:50 a. m.; arrives 9:20 p. m. Sunday trains—Buffalo express—Leaves 8:25 a. m., 8:50 p. m.; arrives 7:00 p. m.; arrives 10:15 p. m. Kittanning—Leaves 9:06 a. m.; arrives 10:15 p. m. Kittanning—Leaves 9:06 a. m.; arrives 10:15 p. m. Kittanning—Leaves 9:06 a. m.; arrives 10:15 p. m. Pullman parior buffet car on arrives 10:15 p. m. Pullman parior buffet car on the trains and Pullman sleeping car on night trains between Pittaburg and Buffalo. Ticket offices, DAVID M'CARGO, JAMES P. ANDERSON, Gen'l Suppl. Intermediate, \$30. Steerage STATE) SERVICE OF

via Londonderry, every Fortuight.

July 28. State of California ... I.30 F. 2

Aug. II. State of Nevada ... noon
Aug. 25. State of Nebraska ... noon
Cabin, \$40. Second Cabin, \$30. Steerage, \$12.

Apply to J. J. McCORMICE, \$50 Smithfield st.

our rebuilding make it imperative that the goods be moved. One lot of all-wool CHAL

28 CENTS.

NEW ADVERTISEMENTS.

B. & B.

About 50 pieces of CHAL-

About 200 yards of SILK STRIPED JAVONAISE, or Silk Striped Challis, light grounds, colored printings, 75c

35 CENTS.

FOR MONORAHELA DIVISION.

For Monongahela City, West Brownsville and Uniontown 10:40 a.m. For Monongahela City and West Brownsville 7:35 and 10:40 a.m., and 4:50 p. m. On Sunday, 5:55 a.m. and 10:10 p. m. For Monongahela City only, 1:01 and 5:50 p. m. week-days. Dravosburg Accom. 6:00 a.m. and 3:20 p. m. week-days. West Elizabeth Accom. 6:38 a. m., 4:15, 6:30 and 11:35 p. m. Sunday, 9:40 p. m. D. m.
WEST PENNSYLVANIA DIVISION.
ON AND AFTER JUNE 20, 1892.
From FEDERAL STREET STATION, Allegheny From FEDERAL STREET STATION, Allegheny City:—
For Springdale, week-days, 6:25, 8:48, 9:25, 10:40, 11:50 a. m., 1:30, 2:25, 4:00, 5:00, 5:45, 6:10, 6:20, 8:10, 10:20, and 11:40 p. m. Sundays, 12:35 and 9:30 p. m.
For Butler, week-days, 6:20, 8:45, 10:40 a. m., 8:15 and 6:10 p. m.
For Freeport, week-days, 6:20, 8:45, 10:40 a. m., 8:15 and 6:10 p. m.
For Freeport, week-days, 6:55, 8:45, 10:40 a. m., 8:15 and 6:10 p. m.
For Freudort, week-days, 6:55, 8:45, 10:40 a. m., 8:15 and 6:10 p. m.
For Freudort, week-days, 10:40 a. m. and 5:00 p. m.
For Paulton and Blairsville, week days, 6:55 a. m., 3:15 and 10:30 p. m.
For Faulton and Blairsville, week days, 6:55 a. m., 3:15 and 10:30 p. m.
For Faulton and Blairsville, week days, 6:55 a. m., and 5:00 p. m.
For Faulton and Blairsville, week days, 6:55 a. m., 3:15 and 10:30 p. m.
For Excelsior Baggage Fxpress Company will call for and cheek baggage from hoteis and residences. Time cards and full information can be obtained at the ticket offices—No. 110 Fifth avenue, corner Fourth avenue and Try street and Union station.
CHAS, E. PUGH, J. R. WOOD,
General Manager. Gen'l Pass'r Agent,

comforts. All the poor selling styles of 24-inch AMERICAN CHAL-

wool AMERICAN 50c SUIT-INGS at 25c.

PULLMAN SLEEPING CARS AND PULLMAN DINING CARS run through, East and West, on principal trains of both Systems.

LOCAL SLEEPING CARS running to Columbus, Cincinnati, Indianapolis, Cleveland, Toledo and Chicago are ready for occupancy at Pittsburgh Union Station at 9 o'check p. m.

Time Tables of Through and Local